

INDICT RACETRACK MANAGERS

GRAND JURY CONDEMN THEM AND THE POLICE.

William Engeman, Christopher J. Fitzgerald and John G. Cavanaugh Accused of Conspiracy in Aiding Bookmaking—Governor New Law.

The Grand Jury in Brooklyn, which has been occupied for the last seven weeks in investigating the workings of the anti-betting law on the local racetracks, returned indictments yesterday against William Engeman, Christopher J. Fitzgerald and John G. Cavanaugh and the Brighton Beach Racing Association for conspiracy in aiding Joseph Vendig and Orlando Jones in engaging in the crime of bookmaking.

The Grand Jury also submitted a long presentment attacking the police and the management of the Sheepshead Bay and Brighton Beach tracks for their failure to put a stop to the violations of the law.

July 7 is named as the date on which the alleged crimes for which the indictments were found took place. "The defendants," according to the indictment, "being persons of evil mind and disposition, wickedly and unlawfully did then and there conspire and agree amongst themselves to commit a crime, to wit: To aid and abet one Joseph Vendig and one Orlando Jones in the commission of the crime of engaging in bookmaking; of receiving and recording lawful money of the United States bet and wagered on the results of the races; of knowingly permitting the premises to be used by Vendig and Jones for such purpose, of preparing written lists and slips known as advance information, and of selling such information to Jones and Vendig before giving it to the public."

William A. Engeman is treasurer of the Brighton Beach Racing Association, a member of the board of directors and one of the largest stockholders. Christopher J. Fitzgerald is president of the association, and John G. Cavanaugh is the unofficial superintendent of the betting ring.

There were many representatives of the racetrack interests in the County Court when the indictments were handed down, but the jury defendants were not there. Charles H. Hyde, counsel of the Brighton Beach Racing Association, explained to Judge Dike that Messrs. Engeman, Fitzgerald and Cavanaugh were in Saratoga and would return early next week. Judge Dike accepted the excuse for the absence of the accused and also the plea of not guilty entered on their behalf by Lawyer Hyde.

This is part of the presentment of the Grand Jury. The conditions that we found were so unusual with respect to the enforcement of this new law that we thought we ought to call the attention of this court and of the public generally to what we discovered. In the first place, the evidence laid before us convinced us that, notwithstanding the fact that this new law went into force on the 11th day of June, 1908, for some days previous to the 7th day of July, 1908, the law had been openly and systematically and flagrantly violated upon and around the grounds of the Coney Island Jockey Club. These grounds are commonly known as the Sheepshead Bay racetrack.

Our investigation disclosed that bookmaking, recording and registering bets and wagers upon the races that were held on that course and the interchange of money there bet and wagered were conducted on a very large scale, with little or no attempt at concealment whatever in total disregard of the provisions of law. We continued our investigations into the conditions that were prevailing at the Brighton Beach racetrack. The personal observations of our members and the reports which we obtained before the Grand Jury showed us that the conditions described in the evidence were not exaggerated in the least, but that the law was being violated in a wholesale, systematic and open manner as we were able to ascertain. We regret to say also that we found that while all these violations of law were being so generally committed on the race course the police who were detailed at the tracks and whose duty it was to enforce the law, were making no effective efforts whatever to enforce the law.

We found also that the officials of the race courses were not doing all they could have done and all they should have done to preserve the peace and prevent systematic gambling upon their race courses. On the contrary, we discovered that the opportunities for gambling were being increased by the managers of the race courses who were not only allowing the race courses to attract crowds to the tracks, and we learn that a very large percentage of the gate receipts that constitute the income of these racing associations are the result of the maintenance of gambling on the race courses and of affording to the public generally the opportunity to come to the tracks and gamble on the races.

Moreover, the officials of the racing associations and their agents had ample authority under the law to suppress gambling upon the tracks during all of this period. They were empowered by law to appoint special policemen of their own, and to remove them at pleasure, and specially charged with the duty through their policemen of electing from the track all persons who violate the rules of the associations who violate the law and arresting such persons if they are detected in crime. By the mere existence of the professional gamblers from the course, a power that could readily have been exercised by the officials of the racing associations, all public gambling could have been readily stopped and professional gambling could have been prohibited and violations against the gambling law could have been fairly and substantially prevented without the interference of the police at all.

Instead of using these effective means, as they were charged by law to do, we found that the officials of the Coney Island Jockey Club and of the Brighton Beach Racing Association not only neglected their duty in the premises but that they also took legal counsel and sought in every way possible to evade their responsibility to give opportunity, without incurring liability themselves, or a little liability as possible, to the professional bookmakers and other gamblers to play their vocation on their race courses.

Attention is called to a clause in section 11 of chapter 510 of the laws of 1908, by which the Grand Jury says, the whole of the Penal Code of the State of New York is suspended in its operation with respect to the maintenance of these race courses and the holding and conducting of races thereon if the trustees shall have appointed five special policemen to enforce the laws of the State within their enclosure and have posted certain notices against gambling around said grounds. The presentment adds:

We think that the attention of the Governor of the State of New York ought to be called to this matter, that these laws may be revised to the end that these racing associations and their managers should be held amenable to the criminal laws for their acts the same as any other persons. In our judgment such special legislation as this is so dangerous to the peace of the State and to the public morals that it should not be allowed to remain upon the statute books any longer. We therefore request that a copy of this presentment be sent to the Governor.

TRACK POLICE NOT ENJOINED.

Court Refuses to Interfere With Their Method of Enforcing Anti-Betting Law.

Justice Blanchard refused yesterday to make permanent the injunction obtained by the Coney Island Jockey Club restraining Police Commissioner Bingham and his subordinates from interfering with "the orderly assemblage of persons" on the club's grounds. The contention of the Jockey Club officials was that the action of the police in dispersing the groups of spectators at the track seriously interfered with the club's business and with the liberty of the persons who had paid for admission. The police replied that they were merely enforcing the anti-gambling law.



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AMONG THE AUTOMOBILISTS

24 HOUR TRACK CONTEST SAID TO BE ARRANGED.

Members of Newly Organized Racing Association Reported to Have Scheduled Night and Day Event at Brighton Beach to Be Run in September—Gossip.

It was reported last night that the members of the newly organized local racing association had held a meeting yesterday afternoon and decided to run a twenty-four hour contest at the Brighton Beach track some time in September. It has been rumored along Automobile row for several weeks that the men interested in the new association intended to promote a twenty-four hour race at Brighton Beach without asking the American Automobile Association's racing board for a sanction for the event. There was a twenty-four hour race held at the Brighton Beach track last year which was won by Harry S. Thomas, driven by Montague Roberts. In spite of frequent protests to the A. A. A. racing board Mr. Houghton never received the \$1,000 offered for the winner of the race.

When the project of holding a twenty-four hour race at Brighton Beach was first talked of it was reported that William A. Brady, who formerly promoted bicycle races who had been selected to manage the affair. Labor Day has been mentioned as the date for the race, but it is now reported that September 18 and 19 will be selected as the dates for the twenty-four hour contest.

Word comes from Worcester that John P. Coghlin, chairman of the "trap committee" of the Massachusetts State Automobile Association and president of the Worcester Automobile Club, has issued the following bulletin:

"The directors of the Massachusetts State Automobile Association have decided to take up the question of traps in Massachusetts. The directors feel that the traps laid to accomplish the purpose of eliminating drivers of automobiles from being annoyed by traps, a great many of which are operated for a pecuniary consideration, we have arranged with a clipping bureau to furnish us information as to the location of traps. We wish you to cooperate with us and furnish us any information you may have with reference to traps. We shall furnish a list of these to all clubs and instruct them to post them in their clubrooms and in addition to this we will furnish each member of the Massachusetts State Automobile Association from time to time a list and location of traps in Massachusetts, together with any comments which we deem necessary. Kindly cooperate with us in this matter and advise us of any information you have to John P. Coghlin, chairman trap committee, Worcester, Automobile Association, 234 Main street, Worcester."

There is a possibility that the Belgian Minister of Public Works will make some experiment in the near future with a new type of road construction, the recommendation of the Automobile Club of Belgium. The new system which may be tried consists of building two continuous rows of rails about twelve inches wide, about as far apart as the wheels of an ordinary horse drawn vehicle or an automobile. For this purpose the paving stones would be taken up alternately from the middle of the road for a distance of twelve inches, so that the lateral track formed by the remaining stones, between which the concrete would run, would be firmly secured the monolith rail. An excavation of from ten to twelve inches in depth would then be made upon the rails, in which the removed and carefully cleaned stones would be placed, and the concrete and imbedded in a mass of concrete about two inches thick. According to accurate calculations, the cost of such a construction would be a minimum of about eight cents to a dollar per running yard.

Some of the automobile owners of Hamburg, Pa., have been discussing the formation of an automobile club for the purpose of securing a license for their automobiles. A score of them met a few days ago and organized the club. The following officers were elected: President, M. L. Buchanan, secretary, F. G. Bowman, treasurer, M. E. Seidel. The club will have a social hour every week and a president appointed committees on by-laws and membership, who will represent the club at the annual meeting of the Pennsylvania Automobile Association. The membership fee was fixed at \$1.

Walter L. Githens, president of the Chicago Automobile Trade Association, has requested members of the organization not to take out any new wheel tax licenses pending further advice from him. The wheel tax question is being considered by the trade association which intends to fight against the enforcement of the ordinance. President Githens sent word to the members of the trade association after he had been informed that Chief of Police Shipp had sent a letter to the Chicago Automobile Club asking that the club's automobile row with notices that asked the dealers to secure wheel tax licenses. Regarding the notice from the chief of police President Githens said:

"I am notifying members of the trade association not to take out any new wheel tax licenses. We are working with the Chicago Motor Club in this matter, and we propose to test the legality of the measure. In fact we invite attorneys who are made we are ready to give bond and defend those arrested by the city and we believe we can win out. Our grounds for this are that the ordinance is unconstitutional and as such is illegal. If an arrest is made it will bring matters to a focus. We have one case in the courts now but we start the new one along different lines. I hope no one will pay the tax, for I would like to see one give a chance to prove our contention."

One can see trouble for the city even if it does collect this money, for already the south park commissioners have given notice that if a tax is collected they think they should have a portion of the money, being their claim on the fact that 90 per cent. of the automobile traffic in the south park boulevard system is about right too. The first arrest for failure to pay the wheel tax license would be a serious matter, for it would mean that an automobile was owned in a house and that the owner was not paying the tax. The dealers were not the only ones served with the notice. Residents of the South Park area were also served with the notice. It is believed that the tax imposed discriminates against the owner of an automobile, who is taxed in particular that a single horse is taxed but \$5, while the fee for an automobile is \$15.

To insure permanence and positive avoidance of leakage it is recommended by a foreign expert that pipe joints which are to be closed with asbestos lined copper gaskets be made with a paste of graphite or black lead and boiled oil. In this connection care should be taken not to damage the gasket on any of the threaded portions of the joint or its connections, as the paste becomes very hard after it has been permitted to set.

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If I could take you into my large factories at Brockton, Mass., and show you how carefully W. L. Douglas \$3.50 shoes are made, you would then understand why they hold their shape, fit better, wear longer, and are of greater value than any other make.

(Signed) *W. L. Douglas*

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VANDERBILT GRAYS BEATEN

INTERNATIONAL ROAD TEAM OUT AT LONG BRANCH.

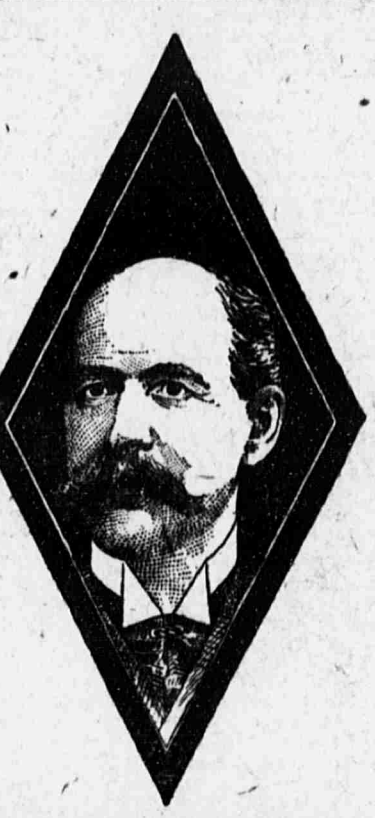
Paul A. Sorg's Four Wins the Class in Splendid Style—Sidney Holloway Thrown From a Hunter—Surprising Jump by Miss Marjorie Content's Saddle Pony.

There was a great crush of women in brilliant costumes and their escorts at the month County Horse Show Association's feature in Hollywood Park yesterday. The day's events were full of interest and included the defeat of A. G. Vanderbilt's picked gray team by Paul A. Sorg's team in the road race, and appointments class. The grays have won over twenty-five first prizes as a road team in this country and England. Such a class is particularly sporty and picturesque at Long Branch, for the enclosure is somewhat suggestive of a village green and the grand stand of a coaching inn.

A. G. Vanderbilt's four, Versus, Vanity, Viking and Rogue, were shown to the white coach used by him this spring to work the road between London and Brighton. The names of towns along the route and of the hotels at each end were painted on the coach panels, just as labels are pasted on a trunk. Paul A. Sorg had three roans and a chestnut to a blue and orange coach. The horses are named for noted whips—Jim Selby, Fatty Bates, Jockey Jones and Tom Mountain—and the professional driver, W. Frank, was on the box. J. Campbell Thompson had in two teams to ride coaches, himself driving the first and the second team. The coaches, and Mills having in a mixed team.

The guards were in the gorgeous liveries of the old road and their tunics on the coach horns were as evanescent as usual. There was one old road horse, the Sorgh, which the outfit had such speed and handiness that from the start the team stood preeminent. The onlookers applauded the speed of the blue and were in thorough accord with the judges. The Sorg, Thompson and Vanderbilt teams will meet again this afternoon in a road race from Seabright to the show grounds. Vanderbilt won in 1906 and Thompson last year.

C. W. Watson of Baltimore brought up his blue and white team in harness classes to eleven through Ringling Bros. and Kitty Gray being first and second in the special class for highstepping with the success of Lord Baltimore and My Maryland II. In an appointment class for Frank J. Gould's team, the only Philadelphian, the latter was the luckiest to win with Mary Bell in the roadster class. The winners under saddle were Defender, with Emil Anthony and Mayo, ridden by Mrs. John Gerken. The latter victory was in a class for ladies.



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saddle horses. Miss Marjorie A. Content's pony Aimee, which the little girl had prinked up in light blue mane ribbons, while being trotted very calmly jumped the fence to the lawn, very much to the surprise of Miss Marjorie and the spectators, who applauded wildly.

The winners in the two classes for hunters were Taconia, Ed Holloway up, and Kewick, Julian Morris riding. In the former class A. Charles Schwartz had a fall at the water jump, Tom Kenney and Dick Donnelly a stormy voyage with Foxhane. In the class won by Kewick the brown gelding threw Ed Holloway at the first jump. The noted hunter rider was knocked out for a few moments and was carried to the judges' stand, but he was not severely hurt. The onlookers were greatly excited and one woman fainted. Two causes, it is said, have made the falls so numerous. One is the admittance of a horse in slippers from drought. The other trouble is that the hurdle before the water jump is so thin that the horse sees the water through it and balks, as they do not understand what is before them.

The summary: Pairs to Runabout: R. M. Stivers's prize—won by Taconia, Ed Holloway and Kewick, Duke (L. Haight), second, A. G. Vanderbilt's Wanda and Tuna-wanda (Wilson).

Harness Horses: over 15.5 hands—won by A. G. Vanderbilt's Polly Prim (Whelan), second, C. W. Watson's Virginia, third, A. G. Vanderbilt's Merry May; fourth, Tona Savare's Blue Bell.

Ponies Under Saddle: not over 14.7 hands—won by Eleanor Farm's Defender (E. Anthony), second, H. W. Spratley's Trump; third, E. E. Cohen's Royal Purple; fourth, H. N. Borden's Tip Top.

Saddle Horses: not over 15.1 hands, women to ride—won by C. W. Watson's Virginia and Lady Baltimore; third, J. C. Thompson's Emperor and Attorney; fourth, Ed Doyle's Prince Charming and Prince Alfred.

Harness Horses: best highstepper, Hollywood boys of the park type to the Fausch-Ballars Hotel prize—won by C. W. Watson's Virginia and Lady Baltimore; second, same owner's Kitty Gray; third, George Watson's Viscount; fourth, Mrs. Paul A. Sorg's Tena.

Hurdle or Jump: Mr. J. Gould's prize—won by Westchester Farm's Taconia; second, E. H. Weatherbee's David Gray; third, T. J. Fery's Defender; fourth, Westchester Farm's Jack Frost.

Roadsters and Appointments—won by George Willing's May Bell; second, E. C. Rich's Amanda; third, George Watson's Florida; fourth, Eleanor Farm's Lady Margaret.

Road Coaches and Teams: horses to count 12 and appointments 25 per cent.—won by Paul A. Sorg's Jim Selby, Fatty Bates, Jockey Jones and Tom Mountain (owner); third, J. C. Thompson's Emperor, Defender and Attorney; fourth, same owner's Prince Charming and Prince Alfred.

Harness Horses to count 14.7 hands and appointments 25 per cent.—won by C. W. Watson's Lord Baltimore and My Maryland; second, A. G. Vanderbilt's Polly Prim and Pretty Peggy; third, Paul A. Sorg's Tena and Defender; fourth, same owner's Tena and Defender.

Quinted Hunters: to be ridden in hunt club costume, four to a team—won by Westchester Farm's Taconia; second, Westchester Farm's Jack Frost; third, E. H. Weatherbee's David Gray; fourth, Grand View Farm's Superior.

Half Mile Race for Ponies or Galloways—won by George Chubb's St. George; second, H. A. Bown's Beate Pullum.

St. George Grounds in Hoboken Closed.

The Hudson County Park Commission yesterday made public resolutions it had adopted ordering the St. George Cricket Grounds in Hoboken closed to public use and instructing Secretary Walter G. Muhlheid to sell the grand stand, bleachers and fences at public auction. This will prevent the baseball game between the Hoboken team and the New York Nationals scheduled for to-morrow.

Last Sunday when the Hoboken team sought to play there there was a demonstration by a crowd which broke down one of the gates upon being refused free admission to the field. It was to prevent a repetition of this to-morrow that the Park Commission decided to close the grounds.

Glidden and Hower Trophies

The Pierce Arrow Wins Both

This year's Glidden Trophy was won by the team of three Pierce Arrow Cars, each one having a perfect score for the two-thousand-mile run.

This is the fourth consecutive year that the Pierce Arrow has won the Glidden Trophy.

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1906—Held it against a field of forty-three contestants.

1907—Four Pierce Arrows made perfect scores, winning it for the Automobile Club of Buffalo.

1908—Three Pierce Arrow Cars made perfect scores, again winning it for the Buffalo Club.

Hower Trophy

Dispatch to the New York Sun, dated Bedford Springs, Pa., July 29th, says:

"The fifth annual tour of the American Automobile Association came to a close here to-night when the two great Arrow runabouts in the contest for the Hower trophy reported here alone and with no contestants. The Premier which yesterday broke its axle, was one of the two Standard-Daytons which withdrew this morning, one with a broken frame and the other in difficulties. The Great Arrows were driven by Edward Rettling and John Williams. Tomorrow morning, by consent, Rettling will check out alone, and the trophy offered by Chairman Hower will go to Charles Clifton, the other runabout being the entrant of R. D. Garden.

"The runabouts were accompanied here by Teddy Day and Arthur Kumpf, in Great Arrow one of the cars which won the Glidden trophy. This car has been over the 2,000 mile route twice and reached here with 3,000 miles to its credit. Not one of the five Great Arrows broke a seal on the standard equipment bags and not one carried spare parts."

These cars were run under ordinary touring conditions, and the service offered is just what the enlightened automobilist has a right to expect, but which he so seldom gets, unless he runs a Pierce Arrow.

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